

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 11:09 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 526 Const Calendar Day: 306 Date: 06-Apr-2013 Saturday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 04:45 PM Break: 00:30 Over Time: 09:00

Federal ID:

Location:

Reviewer: Soheilifard, Saman Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**Material Inspection**

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Painting of main Cable & suspender ropes
- Prepping to remove the North & South main-span catwalks

Today I was doing inspection in the field looking for broken bolts or rods. This was a result of recently found broken rods at the E2 shear keys.

- At 06:50, I arrived at the pier-7 office, & was on the bridge at 07:10.
- From 07:10 until 07:45, I did a walk-through of the bridge to check for any Cable work. Painters were preparing to start work on the main Cable, & several iron-workers were prepping to start removal of the North & South main-span catwalks.
- At 07:45, I left the bridge.
- From 08:00 until 09:00, I attended a meeting with Resident Engineer Bill Casey where he detailed how we want to perform the inspections on all of the A354 Grade BD rods. Bob Brignano, Laraine Woo, Abbas Iranmenesh, & I were tasked with checking all of the Cable & saddle rods.
- At 09:15, I arrived back on the bridge.
- From 09:15 until 12:40, Laraine, Abbas, & I inspected the main Cable PWS anchor rods. Each of the rods was checked on the side of the bearing blocks (back side of the anchorage). The following items were checked on each rod at the back side of the anchorage: 1) a visual inspection to see if the bearing nut had separated from the bearing plate washer; 2) a hands on inspection to see if the nuts were loose; & 3) a general visual inspection to look for any damage or rust on the rods. All of the rods appeared OK.
- On the socket side of the PWS anchor rods, we did a visual inspection to make sure that none of the anchor rods were obviously loose. All of the rods were in line with the PWS strand attached to its rod. None of the rods appeared to be sagging or loose.
- From 12:40 until 13:10, lunch.
- From 13:10 until 15:00, Laraine, Bob, & I inspected the A354 Grade BD rods in the Tower saddle. This included the saddle tie rods, the saddle splice bolts between sections of the saddle, & the saddle anchor bolts. I checked the tie rods, Bob checked the splice bolts, & Laraine checked the anchor bolts. I checked the following items on each of the Tower tie rods rod: 1) a visual inspection to see if the bearing nut had separated from the bearing plate; 2) a hands on inspection to see if the nuts were loose; & 3) a general visual inspection to look for any damage or rust on the rods. All of the rods appeared OK.
- From 15:00 until 15:20, we summarized what each of us had checked to make sure that we did not overlook anything.
- At 15:30, I left the bridge.
- From 15:40 until 16:00, I spoke with Bob Brignano & Abbas Iranmenesh regarding work on the PP 8 hand



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**Saturday**

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rope anchor plates that I will need to inspect tomorrow.

- From 16:00 until 16:30, I summarized all of the rods checked today, & started to make more formal checklists for this inspection.

- From 16:30 until 17:00, I wrote my diary for the day & checked email.

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### **Attachment**



Inspecting PWS anchor rods